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OPEN NEW BRIDGES;
SPEED UP RAIL TRAFFIC

The main artery of the traffic to eastern Hungary starts from Kerepes Street, Budapest, the focal point of which is the famous "Centipede Bridge." The highway leading from Budapest to the Salgo valley, the Matra and Bükk regions, the Hernád valley, the Hegyalja region and Bodrogeközzel -- in other words, to all eastern Hungary -- runs over this bridge above the railroad tracks entering and leaving the Budapest East Station.

Workers of the Subterranean Railroad Construction State Enterprise completed reconstruction of the bridge, which had been destroyed during the war, 117 days ahead of schedule. The 42-meter-long bridge carries the Godollo suburban railroad line, a 12-meter-wide highway, a 1.6-meter-wide bicycle path, a 1.6-meter-wide sidewalk, and a 3-meter-wide sidewalk.

Reconstruction of two of the five bridges destroyed by the Nazis had to be interrupted in the first year of the Five-Year Plan. Those two, the Soroksar and the Gubacs Street overpass bridges, have now been completed 12 days ahead of schedule. The completion of the two bridges permits an even faster rail traffic than before. This crossing is very important to traffic between the dis-Danube and trans-Danube regions and also between eastern and western Hungary.

Fall peak traffic will begin earlier this year than last year, and will be greater than ever before. Whereas loading and shipping hardly exceeded 8,000 cars per day last year, the daily average this year already exceeds 9,000 cars per day at the start of the peak shipping. The goal is 11,000 - 12,000 cars per day. Part of these shipments would consist of industrial articles, part agricultural produce, and nearly 3,000 cars would carry construction materials.

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OPEN STALIN BRIDGE TO PEDESTRIANS -- Budapest Friss Ujsag, 22 Jul 50

The Stalin Bridge in Budapest will be opened to traffic 7 November, the anniversary of the October Revolution. Meanwhile, the Minister of Postal Service has ordered that, effective 22 July, the Obuda-Margitsziget portion of the bridge, which is complete except for finishing touches, be opened to pedestrian traffic between 0600 and 2000 hours.

UNDERPASS TO CONNECT WITH STALIN BRIDGE -- Budapest Friss Ujsag, 26 Jul 50

On 8 March, work began on the 30-year-old Dozsa Gyorgy Street underpass in Budapest, which Angyalfold workers use daily in going to and from work. The new underpass will be four times as wide as the old, and will be 4 meters, 40 centimeters high, as contrasted with the old underpass's 3-meter height. The length will remain the same, 52 meters. Pedestrian and trolley traffic are going on as usual. The underpass and trolleys will provide a direct connection with the Stalin Bridge, now under construction.

BUILD RAILROAD BRIDGE AT BAJA -- Budapest Friss Ujsag, 29 Jul 50

A 560-meter railroad bridge is being built across the Danube at Baja. Construction is scheduled to be completed 20 December, when the bridge will be opened to traffic. Before the bridge is put into operation, coal must be transported 320 kilometers from the Mecsek region to Baja. When the bridge is completed, the trip will be only 100 kilometers.

The building of the bridge will also effect an enormous saving in idle freight cars. At present, freight cars from Baja go back empty to Pest, and are returned from there to the point of origin, to be loaded and sent back to Baja. The building of the bridge will release hundreds of freight cars for other railroad traffic. Besides the railroad tracks, the new bridge will provide for highway and pedestrian traffic.

INCREASE RAILROAD CAR REPAIRS -- Budapest Friss Ujsag, 7 Jul 50

The 60-acre yard of the Istvantelki Main Works is filled with railroad freight cars awaiting repairs. The yard is preparing for the fall peak traffic which will require 12,000 cars to be put into use daily. During June, 202 cars were repaired at the Istvantelki Works, as compared with the scheduled 190 cars. The high morale of the workers has helped reduce the number of idle cars in the repair yards throughout the country from 10 to 7 percent of total number of cars in use.

PLEDGE 25 PERCENT FASTER FREIGHT TRAFFIC -- Budapest, Friss Ujsag, 2 Aug 50

At their production meetings, railroad workers pledged to increase freight rail traffic by 25 percent before 1 August. New freight-train schedules have been released, based on experiences of USSR railroads, and Stakhanovite methods. Before starting, the engineer pledges to increase the speed of the trip, and writes down the exact time he estimates the trip will take. The engineer and the dispatcher sign a statement, the engineer agreeing to keep to the schedule he has pledged to undertake, and the dispatcher providing for the uninterrupted progress of the train. The introduction of the new freight schedule presents an opportunity for every engineer, fireman, and dispatcher to join the Stakhanovite movement.

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FIRST HUNGARIAN DINING CAR IN OPERATION -- Budapest Fuggetlen Magyarorszag, 7 Aug 50

The first Hungarian international dining car went into operation on 6 August on the Prague Express. Previously, the International Sleeping Car Service provided food for the passengers, but now, through an arrangement with the Czechoslovak railroads, this service will be provided by the Hungarian International Dining Cars.

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